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LYNCHING OF BURNS

Judge Boyd Will Be the Chief
Grand Jury Witness.

HE SAW THE MOB AT WORK

Business Man Charges the Police
Were Derelict.

DEMANDS ASSISTANCE IN VAIN

Over 10,000 People, Many of Them

Children, Viewed the Murderer's

Body at the Undertaker's.

CUMBERLAND, Md., October 7.—It is expected that Chief Judge A. Hunter Boyd, who witnessed the lynching of William Burns, the negro murderer of Policeman August Baker, early yesterday morning, will address the grand jury on the subject today when the October term of the Allegany court convenes.

Judge Boyd did all in his power to save the negro's life and to have the law observed; but his pleading was in vain, for the sullen mob brushed him aside in their determination to avenge the policeman's death in the manner they had elected. The judge was vigorous in his effort and fearless in his manner, and from his demeanor and declarations there seems to be little doubt that he will be as determined to have the mob leaders punished as the mob was in meting out summary death to the negro.

During yesterday, it is estimated, 10,000 persons, including many Sunday school children, closely examined the semi-naked body as it lay at the undertaker's. In the evening an attempt was made to close the shop, but the crowd threatened to force the doors, and they were reopened. As told in The Star yesterday morning, a sullen mob battered down the doors of the jail after midnight, took the keys from Deputy Sheriff Noah Hendley, dragged Burns into the street and riddled his body with bullets twenty feet from the building as influential townsmen begged them to desist.

First Cumberland Lynching.

The lynching of Burns was the first in the history of Cumberland and the second in the history of Allegany county. The first occurred at Westernport some years ago, when a man named Johnson was hanged from the Potomac river bridge for the murder of a man named White. Johnson was a religious fanatic and was thought to be insane.

Michael Malone was convicted of manslaughter in connection with the lynching. Benjamin A. Richmond, then state's attorney, prosecuting him, and he was sentenced for manslaughter. This is said to have been the only instance of conviction for lynching in Maryland.

Undertaker Louis Stein has been ordered by the court to hold the body of Burns until Tuesday morning. No inquest has yet been held, and Coroner George Martz said last night that he had not yet been able to secure the name of a single witness who could identify any of the lynchers. Until this is done it is useless to hold an inquest. State's Attorney Wilson and Coroner Martz are acting under instructions of the court.

A special delivery letter was sent to William Burns at Delaplane, Va., yesterday, the home of the dead man, asking what disposition should be made of the remains. A woman named Johnson, living at Wheeling, wrote that she has a son named William Burns and she asked for a description.

To Bury Policeman.

The funeral of August Baker, the victim of Burns, will occur tomorrow afternoon at 2 o'clock. The services will be conducted by Rev. C. F. Floto, pastor of St. Stephen's Lutheran Church. Members of the police force will act as pallbearers and interment will be in Greenmount cemetery.

Mr. Benjamin A. Richmond, the well-known lawyer, tried to prevent the lynching, and last night he denounced the action of the mob and the police. He says: "I arrived at the jail about five minutes after the first lynchings came, and there found not more than fifty or sixty altogether. Two-thirds of them were bystanders, who were taking no part, and most of the persons present were standing on the opposite side of the street. About ten persons were at the door trying to break in. Of these ten only four or five seemed to be active. Never more than twenty took part in the actual violence."

"The conduct of the police of Cumberland was simply shameful and disgraceful. Although the disorder was going on for more than half an hour not one of them appeared on the scene until after the negro was dead, and would not have come then but for my action."

Police Were Deaf.

"As soon as the trouble started both myself and my daughter tried to telephone the police station, and, although the telephone exchange made frantic efforts to get the police station no answer could be gotten."

Mr. Richmond said he later found Officer Goss, but the latter declared he knew nothing of the riot, although Mr. Richmond says he heard the noise of the riot at the point where he found Mr. Goss.

"He says: 'I demanded that he go. He said he would go to the police station and get help. I accompanied him. Arriving at the police station we found the light burning low, the door locked and no one around the building. I demanded that he open the door and go in, and there we found four policemen, Lieut. Schnitz being one of them. They were standing, looking quietly inside with the door locked.'"

Mr. Richmond says upon his demand that they go to the riot they moved in rather a leisurely fashion, he following when he first arrived they could have prevented the lynching."

LORD BRAMPTON DEAD.

Played Noted Part in Trials—

Known as Hanging Judge.

LONDON, October 7.—Lord Brampton, who was Sir Henry Hawkins, is dead. He was born in 1817.

As Sir Henry Hawkins Lord Brampton won fame, because of his severity to wrongdoers, as the hanging judge. After his retirement in 1898 he was raised to the peerage. Lord Brampton came from a family of lawyers. His father was a solicitor in considerable practice at Hitchin, the little old Hertfordshire town where Lord Brampton was born. He had a brother who was a member of the chancery bar, but who displayed none of the qualities which made Sir Henry famous. His first footing on the forensic sessions was obtained at the Hertfordshire sessions when his family influences enabled him to come into prominence immediately after he was called to the bar.

He was on the closest terms of friendship with the late Lord Chief Justice Cockburn, whose life he largely modeled his own, and to whose position in the legal world he practically succeeded when that celebrated jurist died. Sir Henry Hawkins was essentially a man of iron will, who preferred his own opinion about a case to that of any other man. In murder cases he always insisted on having every door in the court house closed at the beginning of his address to the jury, and kept closed until he had finished.

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SCENES ALONG NEW TROLLEY LINE.



TRIP OVER NEW ROAD

Inspection of Washington,
Baltimore and Annapolis Ry.

CARS WILL SOON BE RUN

Bullet From Rifle Whizzes Past Head
of an Official.

LINE IS DOUBLE-TRACKED

Intention Is to Have Trains Enter
This City—Details of
the Journey.

Welcomed to the District of Columbia with a rifle bullet, which crashed through an H street car window and whizzed past his left ear, John N. Shanahan, second vice president and general manager of the Washington, Baltimore and Annapolis Railway Company, conducted a party from Baltimore and this city over the greater part of the new line yesterday. The shooting was incidental, occurring just after the travelers had left the new line and transferred to a special car at Chesapeake Junction. Manager Shanahan's neck was sprinkled with powdered glass, but the bullet, having cut a clean hole in the window back of him, evidently left the car by an open window opposite. At any rate, it did not lodge in the anatomy of any of the passengers. Where it came from was not learned, any more than when it went. The new trolley taps the country between Washington and Baltimore in a region that for the greater distance has been without adequate transportation facilities. The line runs to the west of Laurel and Riverdale, and from Academy Junction, Md., a spur will lead to Annapolis. The company owns thirty-four miles of private right of way, and is double-tracked throughout, grade crossings being eliminated wherever possible, there being five in Anne Arundel county. There will be about one hundred miles of track.

Transfers at Chesapeake Junction.

Until it is possible for the heavy cars to run directly into Washington, and with a terminus at New York avenue and 15th street, passengers will be transferred at Chesapeake Junction. But the cars will be run from the first directly into Baltimore. It is expected that the main line will be in operation by December 1.

Officials of the line, with guests from Washington and Baltimore, yesterday met at Odenton and boarded one of the big motor cars, which had just arrived from the car shops at Niles, Mich., being brought over the railways on its own wheels. The road has been built up to the point reached by the tracks from the city. Then the trip was begun to Washington. The double track is laid all the way, through deep cuts, over level country and upon some immense fills. The track has been carried over the country roads at great expense by heavy iron and concrete bridges. Workmen were laboring yesterday at the so-called "Madruder cut," not far from Chesapeake Junction, but the rest of the roadbed appeared to be virtually completed.

Car Shops at Academy Junction.

At Academy Junction car shops have been erected by the Reinforced Concrete Construction Company of Cleveland, under the direction of C. W. Lundorf. The building is 256 feet long by 90 feet wide, and has accommodations for twelve cars. A pit has been constructed under each track so as to enable the mechanic to repair the running gear of the cars. The main compartment of the shop is 90 by 44 feet, and has an electric crane, with a span of 42 feet, for conveying parts of the



NEAR ANNA ACADEMY JUNCTION

cars to different points in the shop. The entire building is equipped with a sprinkler system in case of fire, and this is supplied by the city water works. On the outside of the building, in addition to this there is a large pump, which is kept in constant operation.

A substation has been erected at the junction. It has been fitted with four transformers. The road will purchase current from the Potomac Electric Power Company of Washington. This current will be transformed from 6,000 volts at a substation, which the company has erected adjoining the Potomac plant to 33,000, and will then be conveyed to the substation at the junction, where it will again be transformed back to the 6,000 and used for the purpose of supplying the current to such trains. The motor cars are so powerful, developing 20 horse-power on each track, that it is calculated by Mr. Shanahan, accustomed to deficits and advances of the Adirondack footfalls, that no snow equipment will be necessary, since when the nose of a car is in a snowbank its rear wheels will be busy pushing the car through any sticky pile that may accumulate in this latitude.

The big passenger cars weigh fifty-five tons each and are sixty-five feet long. The combination cars are shorter and weigh ten tons less. They are fitted with transverse seats, like ordinary passenger coaches, and over each seat is an incandescent lamp, so that reading will be easy. Each car is fitted with a smoking compartment.

Roadbed Almost Level.

To enable the cars to make the best possible time the roadbed has been made almost level between the two cities, no grade being more than 2 per cent, and most of them being only 1-12. The line, further, is nearly straight. It is said that sixty miles an hour will be the usual speed, while in some places it will be exceeded.

The party yesterday made stops to examine the car shops at Academy Junction and the power station on the eastern branch, near Bannock, where most of the guests looked at the turbine engines and thought of the Lusitania. The track is completed to a bridge over a cut near

Addison's Chapel road, a few hundred yards north of Chesapeake Junction. There a special car was waiting for the party, and the trip ended at the Willard, where Mr. Shanahan was host at luncheon.

By its charter the company has the privilege of carrying freight and express, from which it expects to derive considerable revenue. For this service there are two freight motor cars of 500 horse power each, capable of drawing from eight to ten loaded cars. The passenger trains will be made up according to demand, either of one or two motor cars or of two motor cars and a trailer. The tracks are to be ballasted with gravel taken from beds on the line. The greater part of this work has been done.

Terminal in This City.

A terminal will be erected in this city at 15th and H streets northeast for use until the cars are permitted to run into the heart of the city.

The work of grading, laying the track and the overhead construction is being done by the Fidelity Construction Company under the direction of Mr. George W. Fisher, president of that company. The construction work on this end of the road is being done by Messrs. H. J. H. and J. H. Wells, while the contract for the erection of the Baltimore terminal and the substation here has been let to J. Henry Miller.

An electric automatic block system, such as is at present used by the West Jersey and Seashore railroad, will be installed on the new line. An electric interlocking plant for the handling of the signals and switches at Academy Junction, where the cars will be run from one road to the other, will be erected. This will be done at a cost of \$20,000.

Personnel of the Party.

Those who were with the party yesterday were J. N. Shanahan, second vice president and general manager of the road; M. A. Munn, chief engineer of the Roberts & Abbott Company; E. J. Rudd, chief engineer of the road; Henry Donovan, master mechanic; William Stewart, purchasing agent; W. E. Slaughter, superintendent of the Annapolis, Washington and Baltimore railroad; G. E. Fisher, B. Hopkins and Edward Chase of the Fidelity Construction Company; George Weems Williams, attorney for the road; C. W. Lundorf of the Reinforced Concrete Company; H. M. Fuller, general manager Washington Railway and Electric Company; Gordon Campbell and C. Kimball, also of the same company; W. H. Sawin, superintendent Maryland Electric Company, and M. Munn and Mrs. Emma Abbott Gage of the Potomac Electric Power Company.

The officers of the company are: George T. Bishop, president; John Shewin, first vice president; J. N. Shanahan, second vice president and general manager, and V. F. Gladfelter, secretary and treasurer. The company, capitalized at \$2,500,000, is controlled by Cleveland men.

BIG SUM CLAIMED BY CHURCH.

\$1,000,000 Asked From German Evangelical Church of Pittsburgh.

PITTSBURGH, Pa., October 7.—A demand for \$1,000,000 will be made by the Pittsburgh synod of the Reformed church from the First German Evangelical Protestant Church of this city when the synod meets in Greensburg next Wednesday. The church has been asked to contribute \$1,000,000 to the Reformed Church on a contract which, it alleges, was made between the two church bodies when Pittsburgh was a village. The German Reformed Church, of which the Reformed Church is the successor, and the First German Evangelical Church were granted a piece of ground in what is now the center of Pittsburgh by the Pennsylvanians in 1788. This ground is bounded by Smithfield street, 6th avenue, Montour street and Strawberry alley, and is worth \$2,000,000. For years the congregations held union services, and only one building was erected.

When the civil war broke out many members of the German Reformed Church enlisted, and soon the German Evangelical Protestants controlled the property. They have been in control ever since. Repeated demands for settlement were refused, and last year a committee was appointed from the Reformed Church to act. This committee will report at the synod meeting next Wednesday. Members of the First German Evangelical Church have been asked to contribute \$1,000,000 to the Reformed Church, which they hold the Reformed Church forfeited all claims, because its members never formally split from the congregation.

ARE GOING INTO COURT

AUTOISTS TO MAKE CONDUIT ROAD CASE A TEST.

Many of the leading automobilists of Washington are understood to have banded together in order to bring a test case of the Conduit road jurisdiction matter before Judge Henderson at Rockville early in November. In this connection Attorney A. E. L. Leckie, of counsel for the local autoists, predicted today that "the trouble over the Conduit road will be of short duration."

As there is no public fund available for the expenses incident to the conduct of the test case, the automobilists at a recent meeting decided to request contributions from interested persons, and they designated Col. M. A. Winter, acting president of the United States Trust Company, as the treasurer of the defense fund, to whom contributions are to be sent.

Attorney Leckie will be associated with Douglass & Douglass in the case of John A. Lutz which has been selected as the test before Judge Henderson. Two points will be raised, Mr. Leckie explained. The first will be whether or not the town of Glen Echo has a right to try cases of the character of those now pending in the courts. The second point will be whether the state of Maryland has any jurisdiction whatever over the Conduit road—that is, whether that road is under the jurisdiction of Maryland or the United States.

Expresses Confidence.

"There is absolutely no question that the test case will be successful," Mr. Leckie said today. "After a careful and painstaking examination of the law, I have no doubt but that both points will be decided in favor of the Washington automobilists; that the state of Maryland has absolutely no jurisdiction over the Conduit road, it being exclusively United States territory, it having been conceded to the general government by act of legislature of Maryland in 1851, and while in that act an attempt was made by the state of Maryland to retain concurrent jurisdiction with the United States government cannot hold concurrent jurisdiction with any state; that in all cases where the state attempted to retain concurrent jurisdiction with the United States the courts have uniformly held that the United States had exclusive jurisdiction."

Much interest is being manifested in the outcome of the test case and the hope was expressed by local automobilists today that a sufficiently large defense fund may be raised.

TOO MUCH FOR THE KID.

Sullivan Defeated by Willie Moody at Philadelphia.

SPECIAL DISPATCH TO THE STAR.
PHILADELPHIA, Pa., October 7.—Willie Moody, the pride of Port Richmond, had the better of Kid Sullivan of Washington Saturday night at the National Athletic Club. While Sullivan got the short end of the verdict, he nevertheless made Moody "go some" and to the finish kept pegging away in vain effort to land a lucky punch which would have brought victory. From the second round Moody had the better of the milling, and in the fourth and fifth had Sullivan tired and wobbly on his pins. He landed several wicked right-hand smashes on Sullivan's jaw and body, and although the Kid was stogy after stopping a few of these wallops, he pluckily kept coming back for more whenever he could muster together strength enough to force the going. The fourth round was the best of the lot, both boys slugging away at each other, regardless of pain, face or body. Sullivan, however, was the first to break ground after the volley of punches had been swapped, and from that time on he showed visible signs of weak pins and an inclination to clinch whenever the punches became too fast and strong.

In the other bouts Joe Sieger of Denver bested Kid Stinger of this city in a fast go. Stinger came strong in the final round, but could not offset the advantage gained by the Denverite in the preceding rounds.

In the other bouts Mickey Cannon was too much for Bill Keating, the referee stopping it in the second. Tommy O'Keefe bested Todo Moran, while Tommy Lowe of Washington had something on Al Grander in a six-rounder.

George F. Robinson, prosecuting attorney of Wayne county, Mich., and one of the most widely known attorneys in the state, died suddenly from heart disease at his home in Detroit yesterday afternoon. He was the father of Lieut. Commander Robinson of the battleship Kentucky.

A Charming Development in Broadcloth.



6975

6976

The new materials afford a wide range of selection to the woman of taste, and the latest costumes have been designed with a view to their artistic development. The costume sketched is modeled in one of the fashionable broadcloths, with garnitures of embroidery and sou-tache band, though it would make up equally well in any soft wool fabric. The waist (6975) owes its chief distinction to the wide square berth, which extends over the shoulders, and is peculiarly smart effect, and at its scalloped upper edge is adjusted over a removable chemise. The skirt (6976) is a nine-gored model, showing a box pleated effect in the front back and sides, and having the side gores lengthened by side-pleated sections. The result is a becoming slowness at the hips, combined with a stylish flare at the hem. To develop this costume in the medium size will demand 24 yards of 44-inch waist and 54 yards of the same width for the skirt.

TWO PATTERNS: 6975—six sizes, 32 to 42 inches bust measure. 6976—7 sizes, 20 to 32 inches waist measure.

The price of these patterns is 20c, but either will be sent upon the receipt of 10c.

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